Safety and Security Plan

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BONNEVILLE METROPOLITAN PLANNING ORGANIZATION

SAFETY AND SECURITY PLAN

Introduction

Safety and security have been a growing concern to emergency management agencies and organizations throughout the country. Many of these agencies and organizations have had to re-define how they assess and carry out emergency relief, disaster and preparedness planning in order to provide personal security for the public and meet the requirements of Homeland Security. The Safe Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) has integrated safety and security into all stages of transportation planning and decision making. The emphasis has been to increase safety and security in the public transportation network by establishing security standards and coordination mechanisms between various agencies. As a transportation planning organization, BMPO is committed to coordinating and providing support to emergency agencies and organizations so they may carry out their roles in emergency management.

Safety Plan

The Role of BMPO is to provide support and help promote a safe public transportation network that integrates with emergency agencies and organizations in reducing the number of traffic related deaths.

Related Plans with Specific Safety Goals

BMPO's Long Range Transportation Plan (LRTP):

- Provide a safe and efficient roadway network where arterial, collector and local streets function appropriately,
- Promote the development and use of a continuous, safe and convenient bicycle and pedestrian network that is integrated with other modes of transportation,
- Promote the development of an efficient public transportation system within the Bonneville Metropolitan Planning Area,
- Support the use of transportation system management projects and programs that improve the operation and safety of the existing system.

BMPO's Bicycle and Pedestrian Plan (Bike/Ped Plan):

- Develop and design a "bicycle and pedestrian friendly" system by providing the necessary facilities to support safe, convenient, and pleasant bicycling and walking,
- Promote coordination among local governments, advocacy groups, committees and users in the use and development of this Plan and all future planning of bicycle and pedestrian facilities and programs,
- Improve bicycle and pedestrian facility development, safety, use and enjoyment by increasing awareness of non-motorized travel as a serious alternative transportation mode through planning, engineering, education, enforcement and encouragement.

Idaho Transportation Department's Strategic Highway Safety Plan (SHSP):

- Reduce fatalities and serious injuries.

Short Range Transit Plan 2007-2012 (SRTP):

- Provide efficient, effective, and safe services.

Users of the Transportation System

1. Bicyclists (all levels and abilities, and non-motorized forms of travel)
2. Pedestrians (all levels and abilities, and non-motorized forms of travel)
3. Public Transportation (Targhee Regional Transit Authority - TRPTA)
4. Motorists (all motorized forms of travel, and all legally licensed drivers)

Safety Elements: Objectives, Current and Proposed Strategies

Bicycle and Pedestrian Safety and Education

Objective: Set specific bicycle/pedestrian safety and education goals in order to:

- Promote on-going education and raise safety awareness for bicyclists, pedestrians, and motorists,

- Determine the use of safe and efficient facilities,

- Improve perceptions and attitudes of bicyclists, pedestrians, and motorists,

- Encourage motor vehicle operators to be responsive to bicycle and pedestrian movement within the roadway system,

- Identify non-existing and substandard sidewalks with programs such as International Walk to School Day, Safe Routes to School (SR2S) and neighborhood association surveys,

- Inform local neighborhood associations of block grants available for sidewalk repair.

Current Strategies: BMPO has promoted community and school based programs to educate and raise awareness of bicycle and pedestrian safety issues/concerns by:

- Participating in Earth Day and providing a youth bicycle helmet drawing and a bicycle rodeo that involved local police, vendors, and cyclists.

- Coordinating and participating in International Walk to School Day where city officials and business leaders walked with students from A.H. Bush Elementary School. Prior to the walk, Walking/Biking Questionnaires were made available to parents and students. Results were analyzed by the Idaho National Laboratory and provided to the school to aid in applying for SR2S funding.

- Serving on the School District 91 Safety Committee and promoting SR2S and International Walk to School Day.

- Coordinating directly with the Health and Safety Coordinator for School District 93 where bicycle/pedestrian issues remain a safety concern.

- Working with state/local coordinators to provide information to eligible schools regarding SR2S funding eligibility and requirements.

- Facilitating the BMPO Bike/Ped Committee with members from the community (police, schools, cyclists, city/county officials, and citizens).

- Working with the Bike/Ped Committee to prioritize projects, address safety issues/concerns, and bring forth safety concerns to the city of Idaho Falls Public Safety Committee, and the Bonneville County Traffic Safety Committee.

- Providing a website for access to the Bike/Ped Plan, current Bike/Ped maps, posted meeting dates/notes, and comments and questions.

- Working with the cities' GIS department to update sidewalk maps.

Proposed Strategies:

- Work with local bike/ped advocacy group, Idaho Falls Community Pathways, to address safety issues/concerns.

- Work with both school districts to promote and increase participation of SR2S and International Walk to School Day program(s).

- Work with both school districts to implement a School Zone Evaluation and Traffic Study.

- Work with neighborhood associations to address bike/ped safety concerns and issues.

- Work with District 7 Health Department to promote bicycle and pedestrian safety.

- Coordinate efforts with the state's Strategic Highway Safety Plan (SHSP).

- Hold a community safety campaign as new bike/ped facilities are completed and opened to educate motorists.

Public Transportation

Objective: Continue to support TRPTA's efforts in providing safe and efficient public transportation by referring to the recommendations provided in the 2007-2012 Short Range Transit Plan.

Current Strategies:

- Collaborative effort to fund and coordinate a Short Range Transit Plan.

- Support TRPTA's efforts in providing safe and efficient public transportation.

- Provide current bus route maps.

- Refer to recommendations provided in the Short Range Transit Plan.

Proposed Strategies:

- Coordinate efforts with TRPTA, and state/local agencies.

Roadway Safety

Objective: Provide assessment of high accident locations that identify contributing factors.

Current Strategies:

- As part of the Long Range Transportation Plan, assess and evaluate high accident locations.

- Collect traffic count data to reflect average daily volumes at a given intersection within the BMPO planning area.

- Provide information upon request to the Bike/Ped committee.

- Share information with local, county, and state planners bi-annually to improve coordination efforts.

- Provide statistical local, state and national data in the 2007 Bike/Ped Plan.

Proposed Strategies:

- Work with local police to utilize the most current data regarding high accident locations.

- Continue to provide data to the Bike/Ped Committee, and the Idaho Falls Community Pathways (advocacy group).

- Provide safety input to the Public Safety Committee as needed.

- Post data on the BMPO website on a bi-annual basis.

- Coordinate efforts with the state's SHSP by identifying Emphasis Areas on which BMPO has a direct impact.

Current SHSP Emphasis Areas include:

- Aggressive Driving
- Commercial Vehicles

- Emergency Medical
- Highway/Railroad Grade Crossings
- Impaired Drivers
- Mature Drivers
- Occupant Protection (seat belts, child restraints)
- *Road Related Crashes (inattentive, intersection, roadway departure, work zones)
- *Vulnerable Users (bicyclists, pedestrians/school children, motorcyclists)
- Young Drivers (15-20 years old)

BMPO Safety Plan focuses on the following areas:

*Road Related Crashes (inattentive, intersection, roadway departure, work zones)

BMPO recognizes the importance of providing current and accurate intersection data and will continue to coordinate with local and state agencies to help prevent road related crashes. Refer to section on Bicycle/Pedestrian and School Zone Safety for details.

*Vulnerable Users (bicyclists, pedestrians/school children, motorcyclists)

BMPO recognizes the vulnerability of bicyclists, pedestrians, school-aged children, and motorcyclists and continues to coordinate efforts with the community as well as local and state agencies where safety remains a concern. Refer to section on Roadway Safety for details.

School Zone Safety

Objective: Identify non-uniform traffic devices and procedures across both school districts so standards and uniformity may be established for students and the community.

Current Strategies:

- Obtain letter of support from both school districts and solicit their help in facilitating the efforts of the proposed School Zone Evaluation and Traffic Study.

Proposed Strategies:

- Facilitate a School Zone Safety Evaluation and Traffic Study for School Districts 91 and 93.

Transportation Enhancements

Objective: Preserve and create, in Idaho, more livable communities where roads blend with and preserve the natural, social, and cultural environment.

Current Strategies:

- Perform specific transportation planning studies.
- Provide recommendation of various projects to BMPO Policy Board and Technical Advisory Committee (TAC).
- Utilize bike/ped committee for project input.

Proposed Strategies:

- Encourage bike/ped committee members to apply for transportation enhancement funding of safety related bike/ped projects.

Security Plan

The Role of BMPO

BMPO has a support role that ensures transportation facilities, routes, traffic flow data and technologies are in place to assist emergency service providers in carrying out plan related tasks. BMPO recognizes that coordination with local, state and federal agencies and organizations is crucial to emergency management with regard to response and recovery.

Security Goals:

Coordinate with the following emergency management agencies/organizations and provide support as needed:

Bonneville County Emergency Management Office
Cities of Idaho Falls, Ammon, Iona, and Ucon
City of Idaho Falls Fire Department
City of Idaho Falls Police Department
Environmental Protection Agency (EPA)
Idaho Department of Homeland Security
Idaho National Laboratory (INL)
Targhee Regional Public Transportation Authority (TRPTA)

Maintain current and accurate planning data to be used by emergency service providers.

Work with TRPTA to improve the security of Intelligent Transit Systems (ITS) with recommendations provided in the 2007-2012 Short Range Transit Plan.

Work with ITD and TRPTA in supporting the procurement of a unified ITS.

Objective(s):

- Provide support to emergency providers with the most current and accurate traffic flow data.

Current Strategies:

- Collect and maintain current and accurate traffic flow maps.
- Update transit/bus stops in regional GIS.
- Provide input to TRPTA in support of recommendations provided in the 2007- 2012 Short Range Transit Plan with regard to ITS.

Proposed Strategies:

- Coordinate with the cities GIS Coordinator for consistency of maps.
- Obtain needs analysis from emergency provider agencies/organizations to fill in support gaps.
- Develop a method for dissemination of traffic flow data to emergency providers.
- Support ITD and TRPTA with annual reviews of the ITS.
- Support a phased implementation of transit bus routes/stops as recommended in the 2007-2012 Short Range Transit Plan.